

Mr. CAHILL. We think very respectfully the railroads themselves could do an awful lot more than they are doing, especially in the field of commuter service, to make it so attractive for a man to travel from Philadelphia to Washington that he would really want to use the trains. This they don't seem to do. And I have been in touch with some of my very good friends who are executives with the Pennsylvania Railroad and I just fail to understand why a more concerted effort is not made. Most businesses try to make their establishments more attractive. They try to get their help to be more courteous, to render more and little personal services in order to attract people. We find that the railroads seem to eliminate that as if to say, well, we really don't want you to like our service, and this is the problem that our people in our area are finding on the railroads.

Mr. ADAMS. I just want to thank the gentleman from New Jersey for coming before the committee, and I think he has an excellent grasp of what some of us consider as being the basic problem and what the public interest appears to be. We somehow have to keep these cities linked with a transportation system, and I appreciate very much the gentleman's remarks.

Mr. FRIEDEL. Our next witness is Mr. Donald S. Beattie, executive secretary-treasurer, Railway Labor Executives' Association.

You may submit your full statement for the record and then summarize it, if you wish.

**STATEMENT OF DONALD S. BEATTIE, EXECUTIVE SECRETARY
TREASURER, RAILWAY LABOR EXECUTIVES' ASSOCIATION**

Mr. BEATTIE. How much time do we have, Mr. Chairman?

Mr. FRIEDEL. The House is in session now.

Mr. BEATTIE. I think I could very briefly summarize what I have in a four-page statement.

Mr. WATSON. May I say the statement is rather brief and I would certainly like to hear at length from these gentlemen here and give them an opportunity. I know we have a problem. I want to hear from the Railway Labor Executives' Association.

Mr. FRIEDEL. You may read your statement.

Mr. BEATTIE. All right, sir. I will skip the identification, if that is all right.

On behalf of the railroad workers, I want to urge you to act promptly and favorably on the Interstate Commerce Commission's bill, H.R. 18212, with the addition of two strengthening amendments.

Our general views are summarized in a resolution approved unanimously by the RLEA on June 27, 1968, and with your permission, I would like that resolution to be included in the record.

Mr. FRIEDEL. Without objection, it is so ordered.

(The document referred to follows:)

**RAILWAY LABOR EXECUTIVES' ASSOCIATION RESOLUTION ON RAILROAD PASSENGER
SERVICE, JUNE 27, 1968**

Whereas the railroads, making use of section 13(a) of the Interstate Commerce Act, and other means, have killed off nearly 900 intercity passenger trains since 1958, leaving less than 600 in existence today, and

Whereas this drive by most of America's railroads to destroy their intercity passenger trains is a gross disservice to the Nation, and

Whereas the attitude of most American railroads toward passenger service offers a shocking and shameful contrast to that of the European railways, which